

## FAIR WEATHER STIRS UP

Franklin  
and Times  
Co-Stars

Auto Carries Early Edition to Alexandria in 27 Minutes.

Times First Afternoon Paper to Reach Scene of Celebration.

Staid old Alexandria was treated to an example of journalistic enterprise yesterday afternoon, in which the Washington Times and the Franklin automobile were strikingly effective and satisfactory in the leading roles.

The automobile as an adjunct to news gathering is accepted as a matter of course, but seldom has it had such a signal chance to prove its worth as a means of transportation for the printed papers.

#### Too No Chances.

In order that the thousands of Washingtonians who went to Alexandria yesterday to witness the George Washington's Birthday celebrations might be served with the Times as usual, and realizing that there was every chance of delay in the regular means of transportation, a Franklin automobile was obtained and the earliest edition rushed to the scene of action and sold while the parade was in progress. The expected happened—The Times was first in the field, arriving long before any other afternoon paper reached the historic Virginia town.

The car used was the same which figured in The Times Sealed Bonnet run last December, and made a 26-hour non-stop run last month, which broke a record for a test of that kind.

#### Previous Performances.

Its latest achievement was perhaps the most signal victory of all. A breakdown, or even a short halt, would have discounted the whole scheme, but the car lived up to its reputation. Leaving The Times office at 2:37, it went over the atrocious roads with no sign of any trouble, reaching Alexandria in twenty-seven minutes.

The car was driven by F. S. Bliven, local agent for the Franklin, and driver in the sealed bonnet contest and on the non-stop run.

The remarkable performance of this car have been little short of sensational. It is still running. Now the question, "What next?"

#### Cycling Notes

When the bicycle ceased to be a fad there were still a good many people who believed that its popularity would revive later, says the Saturday Evening Post of February 15. Nevertheless, the signs of riding which reached Alexandria in twenty-seven minutes, the bicycle dead, the collapse being at its worst in 1901. In 1904 only 250,000 bicycles were manufactured in this country. But in 1907 the number rose to 750,000, and during the present year no fewer than 1,500,000 new wheels will be turned out in American factories.

There was more than a suggestion of old times in the striking display of bicycles at the recent motor show in Buffalo, and also in the interest which they evoked. Some six or seven leading manufacturers displayed their wheels, and one of them showed no less than twenty-three different models of bicycles. It was plainly evident that those who examined the cycle displays did so as enthusiastic riders or prospective buyers. Some of the new models were noticed that the better grades of wheels attracted the most attention, indicating that the wise consumer is now looking for substantial worth. It is more than a mere theory on the part of the manufacturers.

Milwaukee has a motorcycle police squad, organized primarily to stop reckless automobile scorchers. Each motorcycle is equipped with a speedometer, and thereby hangs a tale. The first man to be taken in the police drag net was the enterprising agent who sold the speedometers to the city. As he had guaranteed the accuracy of the machines which caused him to be taken, he not put up any argument in his own defense, and paid his fine without a murmur.

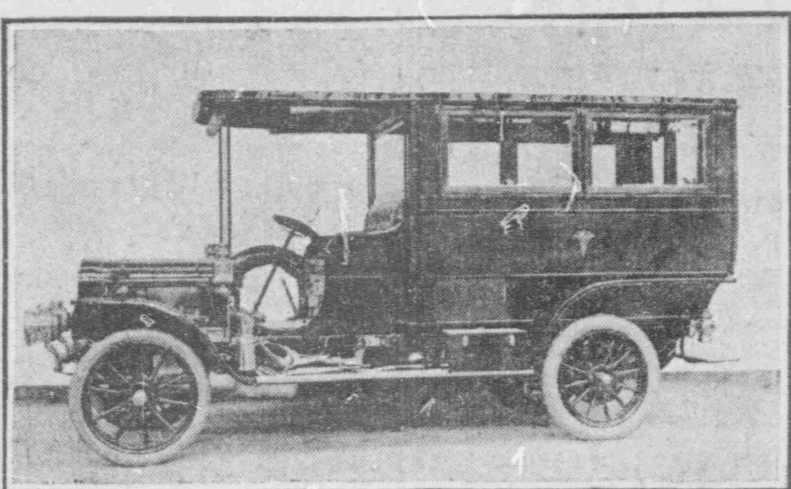
The name "bicycle" dates from about 1865, though first so spelled in a patent of April 8, 1869, and elsewhere called "bicycle," "bicycle," "bicycle," etc. But prior to 1870 the form of the machine was usually called a velocipede, a French name dating from 1725.

The pedometer itself goes back perhaps to Egyptian and probably at least to classical times, winged figures astride of a stick connecting two wheels being found in the frescoes of Pompeii. In the seventeenth century frequently appears with surprising frequency; there is a picture of a bicycle in a stained glass window at Stoke Poges, England. Several mentions of the idea are made in years later, but the direct progenitor of the modern bicycle was one built in 1819 by Baron von Drais, Freiherr von Sauerbrunn (1768-1828), who lived at the Grand Duke of Baden. To von Drais' memory in 1819 the bicyclists erected a monument at Carlsruhe.

Milwaukee has a young inventive genius who claims to have perfected an ice bicycle which will enable a man to get around on the ice just as fast and with just as much safety as though he were riding on a cement walk.

The young man who made the machine is George Smith. He is a well-known bicycle rider and speed skater. Smith gave a demonstration at the ball park ice rink and took the corners much sharper than an ice skater could do. Instead of having a wheel on the front fork Smith has a crescent-shaped skate. On the rear rim there are a number of small picks. They do not protrude very far and do not cut up the ice very much. He is out with a challenge to meet any skater in a race from one mile up.

## Government Auto Ambulance



WHITE STEAMER,  
Manufactured by the White Company, of Cleveland, and Sold by Cook & Stoddard Company, of Washington, to Quartermaster Department, U. S. A., for Use at West Point Military Academy.

Auto Club's Last Appeal  
for Federal License

To the Members of the American Automobile Association:

A hearing on the Federal registration bill (H. R. 428), introduced at the present session of Congress by the American Automobile Association, will be given by the Judiciary Committee of the House of Representatives on

Thursday, March 12, 1908, at 10:30 a. m.

Preliminary to this hearing, a conference of the delegates from the various clubs and associations will be held at the New Willard, Washington, D. C., on Wednesday, March 11, at 8:30 p. m., and will be presided over by President William H. Hotchkiss and Chairman Charles Thaddeus Terry, of the legislative board of the association.

It is urged that every automobile organization affiliated with the American Automobile Association be represented at the conference and hearing, and if you have not already done so, will you not present our former request to your club for consideration at the earliest opportunity and arrange, if possible, to have a delegate in Washington upon the dates mentioned?

The Automobile Club of Washington will entertain the visiting delegates informally at their club house on Thursday evening, March 12, 1908.  
FREDERICK H. ELLIOT, Secretary.

February 17, 1908.

Braking by Engine  
Saving on Machine  
Declares Tourist

Regular Brakes Generate  
Excessive Heat on Long  
Hills.

Braking by means of the engine is at times particularly desirable, and it is surprising that all motorists do not at least familiarize themselves with this method.

Commenting on this subject, C. F. Redden, of the Studebaker Automobile Company, New York, says: "Using the engine as a brake is very effective, and yet, as in everything else, there is a right and wrong way to do it. I have traveled some of the roughest and some of the hilliest country roads around New York, and I often take the precaution to shift in the low gear before descending any hill that seems particularly steep or dangerous."

#### Let Engine Control Car.

The regular brakes will, of course, hold a car on any grade, no matter how steep. At the same time, the steady application of the brakes during a long hill generates an immense amount of heat, which is destructive to the life of the brakes. In such cases, it is easier to shift into low or intermediate speed and let the engine hold the car back.

Authorities seem to differ on just what causes this braking effect, but the logical supposition is that it is caused by the compression of the gases in the cylinders.

#### Clutch Demands Care.

When breaking by means of the engine care must be used in handling the clutch, and in having the speed of the car and the speed of the motor as nearly the same as possible. The passengers are filled with reports of accidents caused by cars becoming unmanageable down some bad hill. If the driver had simply known how to utilize his engine as a brake, many of these accidents would never have been reported. Besides, this important factor of safety, knowing how to use the motor as a brake has the good practical advantage of keeping the regular brakes in good working condition, and in allowing the motor to occasionally cool off. All of which is of importance to the man who is trying to get the most out of his car.

#### LIVED TO BE MORE THAN 100.

For the deaths of three British centenarians to be chronicled on the same day must surely be an almost unique occurrence. The names and ages of these veterans are: Mrs. Margaret Pagan, 104; Samuel Goldstein, 106; and the effects of a fall at the reputed age of 107 years, thus recalling the similar fate of the famous Catherine, "Countess of Desmond," whose life of 140 years was brought to a tragic close by a fall from a cherry tree.

There are some who look with more than suspicion on any age which claims to exceed a century, and probably the titles of many reputed centenarians, especially in the humbler walks of life, would not bear close examination.

But the records prove conclusively that Sir Moses Montefiore and Admiral Provo Wallis lived into their second century; that M. Conerbe, a French farmer, survived his 121st birthday; that M. Soule, another Frenchman, died at 115; that a Roumanian, one Pascal Vicarn, lived 120 years, and that an Armenian man entered a convent at Jerusalem at seventeen, and never passed its threshold to the day of her death, ninety-eight years later.—Westminster Gazette.

ECONOMY CONTEST  
IS NOW ASSURED

Run for 242 Miles From  
Brooklyn to Montauk  
Point.

NEW YORK, Feb. 22.—The arduous midwinter economy test of the Long Island Automobile Club, scheduled for February 25, was regarded dubiously at first proposed, but there is no lack of men, firms, and cars.

This run of 242 miles, from Brooklyn to Montauk Point and back in one day, was first proposed only about a week ago.

The contest will start from the club house at 7 a. m. next Thursday, and finish at the same place at night, the winner to be the car that has made the trip with least relative expense.

No. Car and Horsepower, Entrant, No., Car and Horsepower, Entrant.

1-Pope-Hartford, 20, A. G. Southworth, Phil Hines, 5.

2-Hol-Tan, 25, the Hol-Tan Co., V. A. Nelson, 4.

3-Lozier, 45, H. A. Lozier, Harry Michener, 7.

4-Franklin, 16, H. H. Franklin Manufacturing Company, R. A. Vail, 4.

5-Hayne, 20, W. E. Shuttlesworth, entrant, 4.

6-Acme, 45, J. W. Mears, J. Mears or Roberts, 3.

7-Acme, 45, J. W. Mears, Flynn or Roberts, 3.

8-Acme, 45, J. W. Mears, Walton or Roberts, 3.

9-Cadillac, 10, Joseph D. Rourke, entrant, 2.

10-Pullman, 20, Cimolotti Bros., Robert Morton, 5.

11-Mora, 24, Mora Motor Car Company, W. Birdsall, 3.

The Haynes and the 45-horsepower Acme cars have six-cylinder engines. Other cars of which the entry has been explicitly promised are Studebaker, Frayer-Miller, Pope-Hartford, Stearns, Jackson, Thomas-Detroit, Crawford, Rambler, Maxwell, and Mitchell.

Another equally prominent instance is that of Charles Evans Hughes of New York. It is well known that Governor Hughes availed himself of the automobile as a mode of conveyance from one point to another throughout the State of New York during his recent campaign and that much of the force and success of his gubernatorial career was due to the time and energy which he conserved by employing the best transportation that modern invention was capable of offering.

No better proof of the practical utility, convenience, economy and adaptability of the motor car to modern needs could be given than that the most enlightened men of the nation should have been uniformly converted to the striking advantages derived from its use. Nothing could more convincingly emphasize its stability. Its permanency is assured while its growth and development is intensified by its constantly increasing popularity among the classes as well as the masses.

QUITE SO.

"I've just been reading about Montaigne."

"What of him?"

"He said that whenever he saw a good thing, he annexed it."

"Well," declared the satirical joke-smith, "he had the right idea for running a humorous column."

NATIONAL BODY  
FOR TOURISTS  
PLAN OF CLUB

Bureau Will Be of Service to Owners in Arranging Runs.

NEW YORK, Feb. 22.—In pursuance of its progressive policy as a national body, the Automobile Club of America has decided upon the organization of an affiliated body that will be to this country what the Touring Club of France is abroad.

In other words, the club has adopted a plan by which it can place the benefits and services of its bureau of tours at the disposal of the general automobile public and at the same time enable that public to assist in the touring movement.

The object of the club primarily is to aid automobilists and the automobile industry by helping the owners of motor vehicles to obtain more real pleasure out of their possession than heretofore has been possible. Second, it is to obtain more widespread co-operation in the club's campaign for better roads, better accommodation in country districts and the posting of road directions along main touring routes.

The possibilities of this touring movement may be judged by the fact that a conservative estimates places the number of automobile owners in the United States at 150,000, of which one-third are residents of New York State. In Europe the Touring Club of France has a membership of 100,000, while the Touring Club of Italy has 65,000 members.

WHERE THE AUTO  
ENTERS POLITICS

Public Speakers Utilize Machine to Keep Engagements.

Among some of the notable triumphs which the automobile has made in the past year is that of providing safe, speedy and conventional conveyance for public speakers and politicians.

These people frequently have three or more engagements at different points in the same evening, and where there is more or less congestion, as is usually found in certain portions of the metropolitan district, and where the distances from one point to another are too great to be covered by the ordinary means of conveyance, the automobile being the most reliable, convenient and serviceable mode of conveyance yet created by the constructive genius of man, it is but natural that all progressive publicists should be quick to discern the superior advantages which the motor car thus affords.

Scores of instances might be cited where public men rely wholly upon the automobile for prompt, safe and comfortable transportation. The President's Ride.

President Roosevelt, though still possessing his old-time affection and devotion for the horse, has for some time availed himself of the advantages which the automobile affords, a notable instance of which being his use of a Reo in covering the three miles from Lansing to M. A. C. at the celebration of its semi-centennial anniversary, May 31, 1907.

No less frequently does William Jennings Bryan invoke the aid of the "benzene buggy." On one of his very busy days in New York recently he was obliged to meet an appointment in a suburb situated fifteen miles out of town. The rain and sleet pelted down in sheets. The town could not be reached by train, trolley or in any other manner besides an automobile within two hours. A Premier "50" landaulet was promptly engaged, and he arrived at his destination in the few minutes ahead of time despite the fact that the drive was made against a wind blowing a gale of fifty miles per hour.

In Gubernatorial Campaign.

Another equally prominent instance is that of Charles Evans Hughes of New York. It is well known that Governor Hughes availed himself of the automobile as a mode of conveyance from one point to another throughout the State of New York during his recent campaign and that much of the force and success of his gubernatorial career was due to the time and energy which he conserved by employing the best transportation that modern invention was capable of offering.

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James Flynn, of the Flynn Motor Car Company, at 1028 Connecticut avenue, local agent for the Mitchell car, said recently in speaking of the automobile construction: "One point of superiority of the Mitchell which I think is not sufficiently exploited is the interchangeability of parts. The future of any automobile manufacturer will largely depend on his ability to make the various parts of his car interchangeable. This is particularly true as regards the motor. The Mitchell manufacturers have now reached a point where they can reach the ideal. It is possible for the owner of a Mitchell car to order, in advance, the parts which will fit his car. This part not only reduces the cost of maintenance, but enables our patrons to keep their cars in commission almost continuously."

"For anyone who, less fortunate than myself, has not been through the Mitchell factory, it would be impossible to realize the tremendous expense which has been incurred to accomplish this interchangeability of parts. For example, where they have in previous years sought axles, steering gears, etc., in order to keep up the standard of Mitchell construction, they have purchased such machinery of the highest type of mechanical efficiency to manufacture these parts in their own factory. They have found in many cases that they could not buy machinery suitable for producing parts which would represent the Mitchell standard, and, therefore, they have, at an unusual outlay, constructed such tools and appliances which will enable them to carry on these improvements."

"In fact, I may say that the interchangeability of parts is one of the points that tends to make the Mitchell an ideal car, for, as some one has fittingly observed, 'Mathematics is the basis of realized ideals.'"

Hon. Gifford Pinchot, who stores his car at the Mitchell garage, received a check from the Peerless factory on Wednesday. The body, which is of the landaulet type, is for his 38 Peerless and is unusually attractive in design.

No one need question whether or not there will be a Vanderbilt cup race this year, even if those who have the matter in charge give no statements concerning it. It is known in certain circles that not only has the decision to hold one been made positively, but that various steps of preparation are being taken. Ground will be broken for the Long Island motor parkway as soon as the outcropping of frost permits, and the work on it will be prosecuted vigorously. The cup race is held on Long Island, the parkway is expected to provide all or part of the course.

When the city departments of New York began to demand automobiles for the use of the commissioners and inspectors, the officials wanted the best, and wanted to buy imported cars, but a cry was raised against this as being unpatriotic. Now the solution has been found in the American Locomotive motor car (license Berliet), and everyone may yet be happy. The department of the first to discover how to get the best in foreign design and material, yet patronize a home industry, and two Berliet touring cars of 22-horsepower, built by the locomotive company at Providence, of imported material, have been purchased. One is for the use of Commissioner Hebbard, of Manhattan, and the other for Deputy Commissioner McNery, of Brooklyn.

Mayor Tiedeman, of Savannah, Ga., has declared that March 15 and 19, the days of the automobile races there, will be public holidays.

An automobile show under the joint auspices of the New Jersey Automobile Motor Club and the New Jersey Automobile Trade Association will open in the Electric Park Auditorium, Newark, tomorrow night.

Announcement was made yesterday by the Automobile Club of America of four motor cycle races to be added to the Florida beach program beginning March 1. There will be one mile flying start, one mile record trial, five-mile and ten-mile races.

MOTORING TOPICS  
OF LIVE INTEREST

Baron Hye, of the Austrian embassy, purchased a Pope Waverly Electric Auto Company last week.

Col. C. E. Wood, of Wood Harrison & Co., who died last week, was well known in motoring circles, and was the owner of several cars. He was a frequent visitor in this city, and came here over the road from Philadelphia about two months ago. He was a vice president of the Pope Auto Company.

A Pope-Hartford demonstrator is expected here about March 1. The machine has been promised several times, but owing to congestion at the factory, was delayed in the shipment. The machine is known as Model M.

Four Washington motor-cyclists met with some difficulty with the 4-horsepower in the vicinity of Tenleytown last Sunday, but made the run without accident. They attempted to return by the more direct road leading to Georgetown, but had to turn back and enter the city by way of Cleveland Park and the Zoo.

Those who made the trip were T. N. Mudd, Jr., on a Reading-Standard; C. E. Bergfeldt, riding a Curtis; M. Meaney, on a Marsh-Metz and Jack Lamphier, on a Reading-Standard.

E. H. Cox, of Philadelphia, is in Washington for a few days. He drove over the road from Philadelphia in his 4-horsepower Pierce. While here he is storing his car at the Central Garage.

E. J. Smith, riding a Marsh-Metz, with T. N. Mudd and George Franklin, riding Reading-Standard motorcycles, will ride to Great Falls today.

J. Donovan and George Dewey, on Indians, and Ed Mangold, on a Reading-Standard, made good time on a run to Forest Glen last Sunday. The roads in that direction are in good condition, and afforded excellent opportunities for speeding.

George Salzman, of the Thomas Motor Car Company, is expected to return from Atlanta today, where he drove a Thomas Flyer in a hill climb contest. He will remain in Washington as the guest of the Motor Car Company until the date of the Florida auto races, when he will again drive the Thomas Flyer.

Roy Palmer has purchased a Stanley from L. P. Dorsett & Co.

The Baker-Victoria, recently sold to W. H. Moses, by Cook and Stoddard, was delivered last week. Mr. Stoddard also has taken orders for a Franklin runabout, from W. H. Bulinger, and a Baker-Victoria from Barber & Ross.

The T. N. Mudd, Jr., Motorcycle Agency has assumed the Washington agency for the Marsh-Metz, a popular machine, but one which is new to this city.

Three machines have been ordered, and a demonstration model arrived yesterday.

The Marsh-Metz is built by thorough mechanics for practical use, with a power to climb any grades, strength to carry heavy loads, speed that is said to be considerably greater than the average motorcycle and enduring qualities of the highest order.

Some of the features of this year's model, which has been greatly improved over previous types, are the extra low saddle position, new spring forks, belt adjustment with wide mineral tanned belt, oil pump operated from the saddle, automatic stand, detachable rear mud guard, and an automatic carburetor.

Some parts of the motorcycle demand so much careful attention, as the spring or cushion fork. The new fork on the Marsh-Metz is neat in appearance, forming an extension to the front mud guard.

The forward standards are hinged to the spring and bear directly on the axle, to which they are firmly fastened, with the tendency of the front wheel to work one side to the other. On account of the flat three-leaf spring being held by three bolts under the fork crown, the spring acts in either direction, doing away with the necessity of any recoil arrangement.

The noise so pronounced in many forms of spring construction is entirely done away with, as there is no lost motion and no possibility of any rattling due to loose connections.

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There is a well projected plan on foot to assemble the grand council of New York State, United Commercial Travelers of America, which meets this year at Utica, N. Y., on June 21, 22, and 23, by means of automobiles instead of by the railroads.

Mule trails in the southern California Sierras, over which an automobile had never passed before, were recently negotiated by a 1907 16-horsepower model G Franklin in a breakneck trip from Los Angeles to the mines in the east of San Diego county. During the last twelve miles an ascent of 5,000 feet, over twisting trails, was made by the dim light of oil burners, the acetylene lamps having given out. Mills Titus, of Los Angeles, accompanied by three men, drove the machine.

PROMINENT MEN  
WILL BE PRESENT  
AT CLUB BANQUET

Chadwick Hunter Will Represent Washington Motoring Organization.

PHILADELPHIA, Feb. 22.—The committee in charge of the annual banquet of the Automobile Club of Philadelphia has been truly busy this week.

All details have been decided upon and everything is in readiness for a good time. The acceptances that have been received prove that last year's banquet has not been forgotten, for that affair was voted one of the signal successes of the year. Unfortunately, the seating capacity of the club's headquarters, the Manufacturers' Club, is limited and late subscribers may find all the seats bespoken.

Those who have accepted the club's invitations to be guests at the club's banquet include Mayor John E. Reardon, Colgate Hoyt, the president of the Automobile Club of America, Corliss Field Bishop, of New York, the president of the Aero Club of America, who will tell the members of the club the difference between skimming over the surface of the earth, even if they do touch only the high spots, and sailing through spaces where there are no toll gates, speed laws, traps, etc., to both one; Hon. Reuben O. Moon, who is taking such a decided interest in the proposed national automobile law; Robert Hooper, of the Pennsylvania State Motor Federation, who is generally conceded to be one of the most enthusiastic and hard-working motorists in the State; John Bancroft, of Wilmington, president of the Delaware Automobile Association and probably the best-known autoist in Delaware; Osborne I. Yellott, of Baltimore, president of the Maryland State Automobile Association, who will give the members pointers on how to have the authorities expend money in building good roads, and Chadwick Hunter, a governor of the Automobile Club of Washington.

The director of public safety, Henry Clay, will be present, if he can arrange his other appointments.

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If ever the New York to Paris racers reach Siberia, a surprise is in store for all but one of them, because that one car is carrying with it flanges to fit its wheel rims and a permit from the Russian government to run the automobile across the country on the tracks of the Trans-Siberian railway.

The A. A. A. touring committee is to meet at Buffalo this month to discuss the rules and route for the next Glendora tour. A classification of cars by price and a fixed miles-per-hour schedule for each class to be maintained each day, whatever be the road or weather conditions, are favored. The most popular route named is Buffalo, Pittsburgh, Washington, New York, and Boston, winding up at Bretton Woods in the White mountains, with a week of hill climbing tests and daily pleasure tours as a wind-up.

John A. Lutz, local agent for the Oldsmobile, last week received an order from W. A. Copenhagen for a Model X, 1908, Oldsmobile. The machine will probably be delivered this week.

Mr. Lutz expresses himself as greatly pleased with the spring outlook and enthusiastically tells of signs which point to a rushing business. "Never before at this season of the year have I had so many requests for demonstrations and so many prospective buyers who are only waiting for the coming of the warmer weather before investing in a machine. I think it is safe to predict a record breaking season for spring sales."

Spain lost American colonies through revolutionary wars, but the mutual feeling of bitterness which these engendered seems to have passed away. Between the Spaniards and Spanish-Americans there now exists a cordial feeling. It is, therefore, not surprising that King Alfonso is contemplating a trip to Mexico and the South American countries. The object, apparently, is to strengthen the friendly relations between the lesser American republics and their mother country. A leading paper at Madrid, referring to the King's proposed trip, says that Spain's future lies in America, and that it is the duty of the Spanish people to "restore the hegemony of the race which has fallen before the onslaught of the Anglo-Saxons." It is barely possible that Alfonso may also extend his journey so as to take in the United States.—Exchange.

CONGO COMPANY  
MAY INTRODUCE  
AUTO